

PATENT SPECIFICATION

590.030



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PROVISIONAL SPECIFICATION

Improvements relating to Seating Arrangements for Buses and like Vehicles

I, HERBERT MORRIS, of "Broadlea", Scott Park, Burnley, in the County of Lancaster, a British Subject, do hereby declare the nature of this invention to be as follows:—

This invention relates to seating arrangements for buses, railway carriages, aeroplanes, and like vehicles, hereinafter referred to as buses in which the seats are arranged at opposite sides of the central gangway.

In the usual arrangement the majority of the seats in a bus extend transversely at opposite sides of a central gangway, each seat being long enough to seat two people and the present invention has for its object to introduce an improved seating arrangement which will give much more comfortable seating accommodation in the same space that is now taken by the transversely arranged seats.

According to this invention instead of each seat being made long enough to seat two people, two separate seats are employed, one seat being set at an angle of approximately 30° to 45° to the other seat which is set transversely in relation to the length of the bus, the seat that is set at an angle of 30° to 45° being brought forward a short distance, which for the purposes of description, may be about 8 inches. Each seat is provided with a back

rest and the rake of the back rest of the off-set forward seat is less than the rake of the rear square set seat.

The shape of the seats is such that support is given only where the average person's body needs support when in a sitting position, thus eliminating all unnecessary obstructions to movement of the arms and legs, and giving all possible clear space for entrance and exit. Each seat may be supported by three legs, the leg that occupies a position between the contacting surfaces of two seats serving as a support for both. The back for each seat may consist of an upwardly extending member fitted at the top with a transverse portion which may be padded and curved to conform more or less to the upper part of the back or shoulders of a person of average build, and is so shaped that a clear space exists between any two adjacent seat backs.

The arrangement described affords a space for a single seat at the rear end of the bus and this seat may be arranged longitudinally or facing towards the centre gangway.

Dated this 9th day of April, 1945.

APPLEYARD & CROSSLEY,

41, Commercial Street, Halifax.

Agents for the Applicant.

COMPLETE SPECIFICATION

Improvements relating to Seating Arrangements for Buses and like Vehicles

I, HERBERT MORRIS, of "Broadlea", Scott Park, Burnley, in the County of Lancaster, a British Subject, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

This invention relates to a seating arrangement for seating a double row of people at opposite sides of a central gangway in buses, railway carriages, aeroplanes, and like vehicles, hereinafter referred to as buses.

[Price 1/-]

In the usual arrangement the majority of the double seats in a bus extend transversely at opposite sides of a central gangway, each of the double seats being in line with each other.

In one arrangement it has been proposed to stagger the seats in each double row so that the outside seat occupies a position in advance of the inside seat.

According to this invention the seating arrangement is so arranged that the inside person in each double row faces the direction of the travel of the vehicle and the outside person in each double row

occupies a position that is slightly in advance of the inside person and faces towards the gangway at an angle of approximately 15° to 45° to the other person thereby giving more comfortable seating accommodation in the space that is now taken up by the transversely arranged seats. Each seat may be provided with a back rest and the rake of the back rest of the off-set forward seat is less than the rake of the rear square set seat.

The seats for seating two people may be separate or be made as one unit.

In the accompanying diagrams:—

Fig. 1 is a front elevation, Fig. 2 an end elevation and Fig. 3 a plan of two seats arranged in accordance with this invention.

A indicates the seat that is nearest to the central gangway and B the seat that is adjacent to the side O of the bus.

In the construction shown the seats are supported on two tubes D or members which may be attached to the side O of the bus and are supported on and fixed to two tubular or other frame members E F which may be shaped as shown in Fig. 2 and formed with upwardly extending portions G H to which one or more horizontal tubular or other frame members J can be fixed to support the back rests K which may be interconnected at L.

The arrangement described affords a

space for a single seat at the rear end of a bus and this seat may be arranged longitudinally or facing towards the centre gangway.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

1. A seating arrangement for seating a double row of people at opposite sides of a central gangway in buses, railway carriages, aeroplanes and like vehicles in which the inside person in each double row faces the direction of the travel of the vehicle and the outside person in each double row occupies a position that is slightly in advance of the inside person and faces towards the gangway at an angle of approximately 15° to 45° to the other person.

2. A seating arrangement according to claim 1 wherein two separate seats are employed in each double row, one seat being set transversely in relation to the length of the bus, and the other seat being set at an angle in relation thereto.

3. A seating arrangement constructed and arranged substantially as shown in the accompanying drawings.

Dated this 5th day of April, 1946.

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Agents for the Applicant.

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S90,030 COMPLETE SPECIFICATION

1 SHEET

[This drawing is a reproduction of the Original on a reduced scale.]

Fig. 1

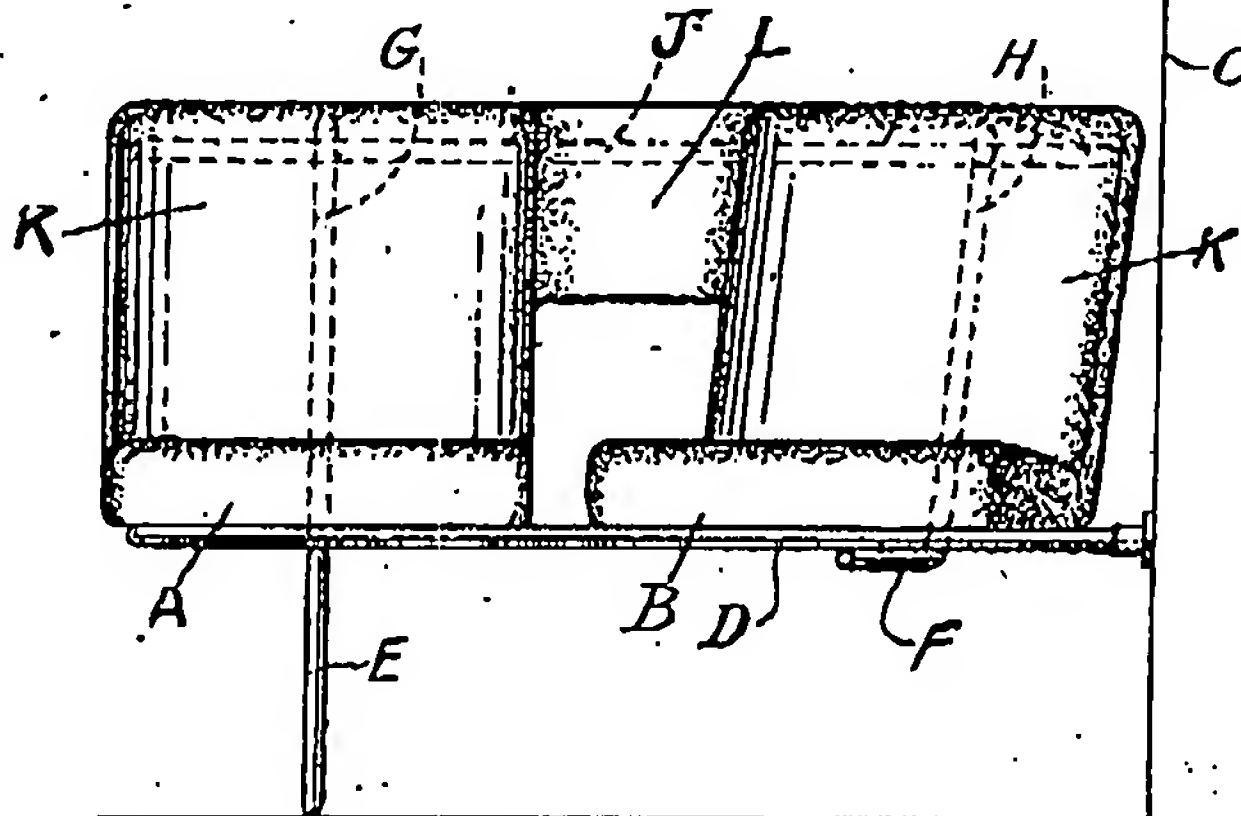


Fig. 2

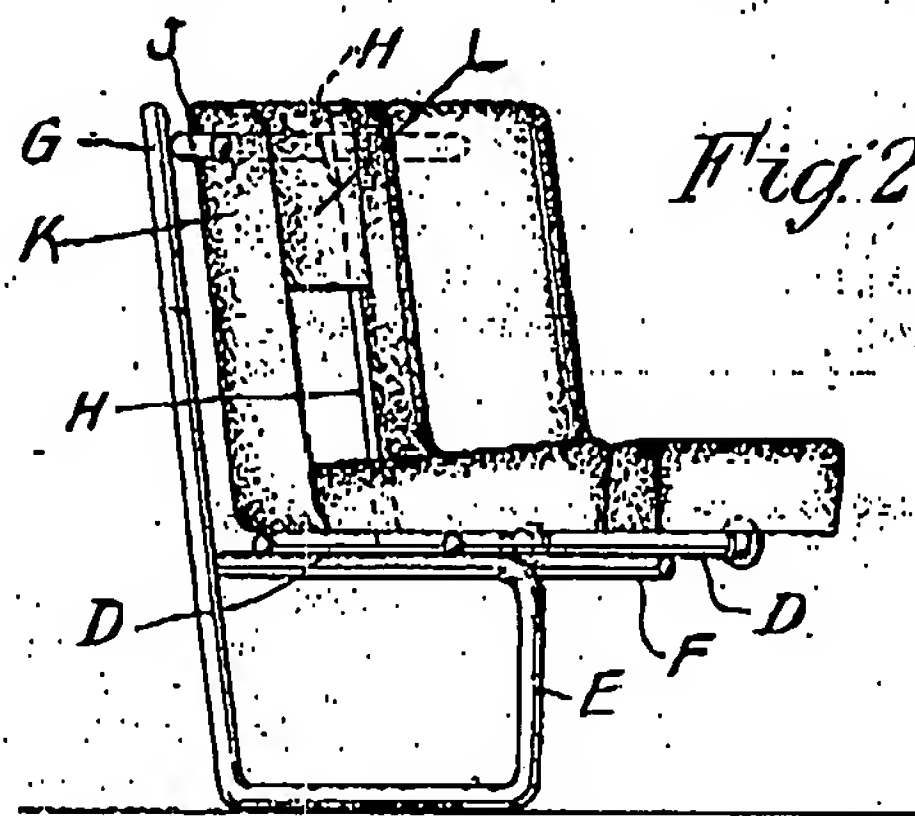


Fig. 3

